



PORT OF PORTLAND

DAILY DIARYPAGE 1 OF 3PROJECT Terminals 5 and 6 Maintenance Dredging CONTRACT NO. 52374/00D090CONTRACTOR Hickey Marine SUPERINTENDENT Greg SpeyerDAY OF WEEK & DATE: Thursday, February 1, 2001 REPORT NO. 011WEATHER Partly Cloudy to OvercastTEMPERATURE 35 - 50**NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:**

Hickey Marine - Foreman, Operator, Pile Buck
Port Navigation - Navigation Manager, Captain, Crane
Operator, 2 Deck Engineers

MAJOR EQUIPMENT ON JOB (Size/capacity and hours):

Hickey Marine - SeaHawk Manitowoc 3900 Crane Barge, Dredge
Barge (Dump Scow), 6 c.y. Clam Bucket, Outboard Boat
Port Navigation - 67 Ton Water Crane, Rental Spud Barge,
Landing Barge, WLW Tugboat, Tender Don, Hickeys' Dredge Barge
(Dump Scow), Toyo Pump

CHRONOLOGICAL ACCOUNT OF DAY'S WORK

7:50 am The Port Navigation crew was pumping material and water from Barge Bin No.2.

I observed that there appeared to be no visible turbidity in the boat ramp area of the pumping operation. I inspected the berms and silt fences at the rehandling facility and pumping operation areas and found them to be in good condition. The silt fence at the top of the boat ramp had not been replaced as of yet.

8:30 am I met with John (Port CCM) and discussed the dredging/pumping schedule. I will contact John Childs (Port Environmental) to inform him that I will not be available to inspect the daytime pumping operation, because of the late night dredging operation.

9:00 am I escorted Richard Binning (Javeler) onto the site to observe the pumping operation.

I observed that there appeared to be no visible turbidity in the boat ramp area of the pumping operation. The barge draft at the pump house end was 11.5 feet, and 9.5 feet at the other end. Barge Bin No. 1 and 2 were partially pumped. Barge Bin No.3 was being pumped.

9:30 am Per telecon to John Childs (Port Environmental), I left a voice message indicating that I would not be covering the daytime pumping inspection tomorrow.

9:50 am Rob Cook (Port Navigation Manager) arrived on site with representatives from DEQ.

10:20 am Cliff (Hickey) informed me that he planned to dredge until about midnight. I informed him that the crane barge would need to move to the new area before they left the site, due to a scheduled ship arrival at Berth 605. Cliff inquired how the dump scow should be tied to the Port crane barge at midnight tonight.

10:30 am Per telecon with John Childs, he confirmed that inspection of the dredging operation was more critical and warranted my inspection. He informed me that water sampling by Hart Crowser might take place this afternoon.

11:00 am Per telecon with Jeff (Port Dredge Captain), they will start at 6:00 am on Friday and Saturday morning. Jeff estimated that they would complete the pumping of the barge at about 3:00 pm.

Per telecon with Gail (OPS), we discussed the ship schedule. There will be a ship arrival on Friday at noon. Gail will try to spot the ship out of the area Hickey plans to dredge.

Per telecon with Cliff (Hickey), I informed him that the barge would be empty at 3:00 pm. He will arranged for a 3:00 pm pickup. Hickey will dredge from the 700 to 950 foot area of Berth 605 tonight.

11:30 am John Durst (Port CCM) informed me that Leland (Rain Country) would be contacting me regarding the placement of

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about 68 tons of 1 1/2 inch minus base rock at the pumping facility site.

Per telecon with Cliff (Hickey), he inquired if they could tie up to the Port crane barge without the Port crew being present.

11:50 am I observed that there appeared to be no visible turbidity in the boat ramp area of the pumping operation.

12:00 pm Per telecon with Walt (Port Engineer), they would be sampling water at the dredging site today.

I met with Mitch (Port Deck Engineer). He showed me the area where the base rock should be placed at the pumping site. Mitch indicated that Hickey's dump scow should be tied up to the Port crane barge with soft lines tonight.

The pumping of Barge Bin No.5 was nearly completed. Barge Bin No.6 has not been pumped yet. There was a couple of feet of excess water in Barge Bin No.1 that must be removed.

1:15 pm I observed that there appeared to be no visible turbidity in the boat ramp area of the pumping operation. The average barge draft was about 6 feet. I observed numerous logs and wood debris in Barge Bin No.7. There was a few more feet of water/material to pump from Barge Bin No.1 and 6.

1:40 pm Per telecon to Jeff, he confirmed that soft lines were acceptable to tie up Hickey's dump scow to the crane barge tonight. He added that the lines should be doubled up. Jeff indicated that his crew did not need to be on site when the barge arrived. I notified Cliff (Hickey). I also indicated that the empty barge was ready for pick up.

2:55 pm Pumping at the Port facility ceased. I observed that the silt fence at the top of the boat ramp was replaced. The berms and silt fences on site appeared to be in good condition.

The average barge draft was about 5.5 feet.

Walt (Port Engineer) and Hart Crowser were at the Port pumping site. They were planning to sample water at the dredging site from the Port boat.

3:25 pm The tugboat had not arrived at the Port site. I contacted Greg Speyer (Hickey). He informed me that the tugboat was late and would not arrive until 4:00 pm. I notified Walt (Port Engineer) and he canceled the water sampling.

I met with Gail (OPS). She informed me that Hickey should leave Berth 605 by 2:30 am tonight and tie up at the downstream end of Berth 603. Gail indicated that 2275 to 2530 of Berth 603 was available Friday night, as well as Berth 605 after the 1700 hour. On Saturday, Berth 603 and 604 was accessible. Berth 604 was open for dredging on Sunday.

Per telecon with Greg Speyer (Hickey), he should be paid a shift in operations for tonight. I indicated that I would look at the contract language. Greg informed me that he wanted to work Sunday night. I notified Jeff (Port Dredge Captain) via voice message that pumping might be required on Sunday morning. I will confirm with Terminal 6 Operations that there will be access for dredging on Sunday.

4:30 pm Per telecon with John (Port CCM), I provided a project update.

4:55 pm The empty dump scow arrived at the crane barge location at Berth 605.

5:20 pm Dredging began at the 750 foot mark of Berth 605. I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. The 4 inch screen was straddled over Barge Bin No.3 and 4.

6:30 pm Dredging continued at the 800 foot mark of Berth 605. The draft opposite the pump house end of the barge was at 7 feet. I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket.

6:50 pm Hickey advanced the barge downstream along Berth 605.

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8:00 pm A heavy rain shower began to fall. I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. The water level in Barge Bin No.4 was almost to the top of the bin. The water level in Barge Bin No.3 was to the top of the bin and overflowed into Barge Bin No.2. The barge draft opposite the pump house was at 9 feet.

8:36 pm I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. Dredging continued at the 875 foot mark of Berth 605.

9:40 pm I observed that there appeared to be no visible turbidity 100 feet downstream from the dredge bucket. Hickey continued dredging. I noted that the clam bucket was coming up with light loads of material, and a consistently high percentage of water content. Barge Bin No.3 was filled with water and material. It appeared that Barge Bin No.2 was filled with only water and was overflowing into Bin No.1. The barge draft opposite the pump house was at 11.5 feet.

Per telecon with Greg Perkins (Hickey), I informed him that the scheduled barge arrival at Berth 605 was due at 1:00 am.

11:00 pm Per telecon with John (Port CCM), I provided a project update.

11:20 pm Hickey moved the screen to Barge Bin No.1. Dredging ceased at the 930 foot mark of Berth 605. The barge draft at the pump house end was 8 feet, and 13 feet at the other end. Barge Bin No.3 and 4 were filled with material. Total material dredged appeared to be less than 3 full bins. The water level was to the top of Barge Bin No.1 and 2. Barge Bin No.5, 6 and 7 appeared to be mostly empty. I notified John (Port CCM).

11:56 pm Per telecon with Greg Perkins, he did not have any contact with the tugboat. I indicated that they need to move prior to the barge arrival at 1:00 am. Greg indicated that if the tugboat did not arrive by 12:20 am, he would use their boat to move the crane barge to the downstream end of Berth 603, though this would take quite some time.

Greg Perkins (Hickey) and his crew left the site via outboard boat.

12:10 pm Per telecon with John (Port CCM), I should wait at the site to confirm that the crane barge was moved from Berth 605.

12:25 pm Per telecon to Greg Perkins (Hickey), he found out that the barge scheduled to arrive at Berth 605 was from Tidewater. They were also going to move his crane barge, and they would take care of both at the same time.

I contacted Port Security and obtained Tidewater's telephone number. Tidewater indicated that they had 2 barges coming in this morning. Curt (Tidewater) indicated that Foss would be moving the crane barge in about 1 hour or less.

I met with Cory (Port Security) and he showed me the vessel layout plan for Friday. There was a Bernert Barge that was scheduled to be moved from Berth 603 to Berth 605, where the crane barge was tied up. I contacted Lori (Bernert) and was informed that Shaver was scheduled to move the barge sometime after 1:00 am. I informed Curt (Tidewater) that Shaver was scheduled to move the Bernert barge to the crane barge location. Curt indicated that he would contact Shaver and coordinate the move after the crane barge was moved.

1:15 am I notified DJ (Port Security) and left the site.

1:50 am I notified Jeff (Port Dredge Captain) that I would not be covering inspection of the pumping operation while night dredging was taking place.

TESTS PERFORMED: _____

PHONE LOG: _____



PORT OF PORTLAND

DAILY DIARY

PAGE 4 OF 3

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SITE PHOTOS/VIDEOS TAKEN:

FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED:

INSPECTOR Frank Schmidt

HRS

DATE

(signature on hardcopy) —